



January-February 2005

Issue 1 & 2

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CHAIRMAN'S MESSAGE**By Ralph Ridge**

By the time you read this, the holidays will be, I hope, a fond memory. 2005 is shaping up to be another busy year with lots of activities planned including a National Convention in our backyard at Park City, UT. Those who want to participate in the National Road Tour will have the exciting experience of joining a tour segment coming out of Kansas City led by Dana Forrester. I had the pleasure of experiencing a tour led by Dana to Hershey two years ago and it was, by far, the best organized and most fun tour I've ever been on. Make your plans now.

One of the things that make any non profit organization a success is the sponsors that help support those organizations. We are very fortunate to have two such sponsors; Corvette City and Ed Bozarth Chevrolet. Gary Steffens at Corvette City not only provides us with a facility for tech sessions and meetings, but he has also helped numerous members with technical

advice and assistance. Ed Bozarth Chevrolet also provides us with a meeting place and has hosted our Chapter Judging Meet for two years now at their indoor service facility. In addition, they have been a generous financial supporter of our charity (9 Health Fair) and their generous support was the primary reason that our Breckenridge Regional was a financial success.

Now we need to think about payback. When you think about purchasing a new GM or any used vehicle, put Ed Bozarth at the top of your call list. Mike Rowland is our point of contact at Ed Bozarth Chevrolet and will do his best to make you the best deal in town. His office number is 303-715-2448 and his cell number is 303-775-2448. In addition, the parts department will give all RMC members who present a current membership card a 15% discount. They also have an up-to-date Service Dept. for all of the newer generation Corvettes and GM vehicles. If you have the need of a body shop, Ed Bozarth Chevrolet will give RMC members a 10% discount on your insurance deductible or 10% off of the complete bill, if paying by cash. These folks have been more than generous for us, we need to reciprocate.

If you're looking for help with that older Corvette, Corvette City is the place to go. Whether you need a tune-up or a complete restoration, I don't think there's another shop in town that offers more experience or expertise than the crew at Corvette City. Thinking about upgrading the performance of your Vette? Call Gary. From minor upgrades to a full blown race car, Gary has done it, and done it well. Want to get that car to a Top Flight or Duntov level, Gary has the track record. If you're not sure

what you want to do or can afford, stop by Corvette City and have Gary help steer you down the most appropriate route. These guys share the same love and passion for the Corvette that we do and take extreme pride in their work. They can even help you locate that "Vette of your dreams".

Save the Wave (and our sponsors)
Ralph

MEMBERSHIP

By Peter Gregory

This is my first newsletter as your new RMC Membership Chairman. I would like to thank the membership and the Board for their support. I am honored to hold this position in our Chapter. I would like to thank the out going Membership Chairman Jon Whitely for his help and the many years of his dedicated service in this position.
Thanks Jon!

On to the report.....The Rocky Mountain Chapter membership for 2005 stands at 67 out of a possible of last years total on 110. That is a 61% paid.

We have 5 new members:

Robert Anderson of Boulder, CO

Scott Beck of Lakewood, CO

Bob Capraro of Colorado Springs, CO owner of a 1953 White/Red Roadster 235CID

Heater/Radio

Lance Gillis of Westminster, CO with a 1965

Black/Silver Roadster 350/350 (ZZ1)

Sidepipes/Teak/Radio

and

Murray Forman from Australia.

Welcome to our Chapter!

Please help welcome these new members next time to see them.

I am accepting dues of \$20 for renewals and \$30 for new membership

Mailing address:

Peter Gregory

Membership Chairman

12512 S. Elk Creek Way

Parker, CO 80134-4817

Let's get this done now so we can put our full focus on potential new members.

JUDGING

By Bill Lucia

Hi there: I hope this report finds you doing well and enjoying the Christmas holidays to the fullest.

Last time out at the chapter meeting and in the newsletter I listed all of the upcoming regional events so I will not go into them here. I will however do a strong plug for our Chapter Meet coming up in March. Over the past several years this meet has evolved into a really great one for flight judging. Last year we had 30 plus cars participate overall and 16 of those were presented for flight judging. We need to put on a real push and focus on getting to that number again. Other than the Florida regional this chapter meet is really the first big event of the year for our members. Since we hold it so early in the year you can attend here, with your car, and still make many of the other meets through the year. As I have mentioned in the past this is a great warm up for the many close in meets (including the National) that will transpire over the 2005 season.

One other favor that I would ask is that those of you who plan to attend but are not bringing a car please take a few minutes to register and do so early. It's FREE and we need the information for planning purposes. The registration forms are on the web-site now and will also be published in the next two Drivelines. Also, for flight judging, put some serious thought into coming out for this with your car. It's a neat one day affair and you just can't beat it for gaining some knowledge and for keeping your car in tune for other meets.

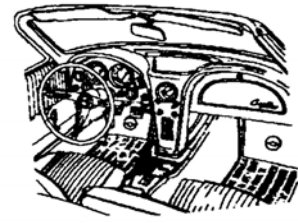
On to other items of interest. Roy Sinor has recently published the new guidelines on paint. You can read about these in the most recent Corvette Restorer. Take a few minutes and

look these over. This will effect just about everyone. You NEED this information if you are an owner, soon to be one or a judge. This is an important issue because it begins to clarify an issue that has plagued our organization for many years. I personally think this is an excellent start on the problem of lacquer vs. ANYTHING ELSE!!!! Some people have already voiced some concerns to me about this new standard but we have to face reality. Some of the "hand wringers" in our national government will prevail where lacquer is concerned. It is in fact nearly extinct for the purposes of painting a Corvette.....and yes I know you can still get it.....but time and foul-ball legislation will kill that. Take a look at the new guidelines.....they are very interesting.

By now you should have a plan for judging and or the rewards that you will pursue in 2005. Again, I will offer the opportunity for anyone in the membership to call on the chapter for help. This can include checking out manuals for a trip to a judging event, preparation of your car and or dry runs through judging, ops check or PV's. Just give me a call and I will help you to get membership support. We have a ton of people who love to do this and all you have to do is ask!!! Also, if you have or are doing this on your own with other chapter members please let either me or Kevin Bell know about it. We want to make sure that we publicize these informal events and if appropriate get credit for them as activities.

Ok....that's it for this time around. Once again, please, plan on attending our chapter meet. It's going to be a good one again and on behalf of the board we hope to see as many of you there as possible. Until then....stay safe and hey!!!! Drive that thing once in awhile!!!!!!!!!!!!!!!!!!!!

Later
Bill



ACTIVITIES

BY DAVE TALLEY

Well, here comes a new year for our Top Flight chapter. Below you will find the current calendar of 2005 events taken right off line thanks to Bob Davis. If you have access to a computer away from home and can't remember when the RMC was doing what, please get yourself to our website at "ncsrmc.org" and find out. This stacks up to be a great year with the Nationals in Park City, UT closer to us than in quite a few years. I know that this will be my first National event and I'm really looking forward to it. As always, if there's a recommendation you have for possible chapter activities or even for small groups from the chapter please let me know.

Cheers to all.

Dave

January

8 – 0900 - RMC Board Meeting –
Corvette City

8 - Holiday Party at Bill and
Dee Barcus'

15 – 1100 - Monthly meeting & Tech
Session (Bozarth) (Shark
Vacuum System)

22 – 7 AM Polar Bear Swap Meet,
Adams County Fairgrounds

February

5- 7AM Tri-State Swap Meet,
National Western Complex

11,12 – Judges training retreat in Dallas

19 – 1100 Judging School (Corvette
City)

March

20 – Chapter Judging Meet - (Bozarth)

April

9 – 0900 - RMC Board Meeting (Corvette City)

16 – 1100 - Monthly Meeting & Tech Session (Corvette City)
(Elections & Frame Evaluation & Repair)

21-24 Golden Gate Regional (San Francisco)

30-7 AM Coy's Swap Meet, Bandimere

May

21 – Breakfast and Spring Road Tour

June

9-11 NW Regional Seaside, OR

17-1 PM JEFFCO Airport (Cadium Plating)

18 – 9 AM Tech Session (Drivetrain, water pump rebuild)

July

4 – 12PM Picnic at Eck's

4 – 2 PM RMC Board Meeting at Eck's

17-22 – Nationals in Park City, UT

28 –31 – Vette's on the Rockies

August

20 – 9 AM Tech Session (Wheel Bearings & Alignment)

September

24 – Fall colors road tour

30 – October 2 – Red River NM road trip?

October

8 – 0900 - RMC Board Meeting

15 – 1100 - Monthly meeting & Tech Session (Bozarth) (Paint Protective Coatings/Wax)

November

19 – 1100 - Judging School (Bozarth)

20-22 - Texas Regional (Waco TX)

December

10- 9 AM Tech Session (Corvette City)
(Emissions Testing C1's to C4's Carbureted & Injected)

– Do we go back to a Christmas party or wait until January??

Dave. 303-660-2220 email:dnt3@Comcast.net

ARTICLES and Miscellany**Half Shaft Axle Flanges**

By Dennis Dalton

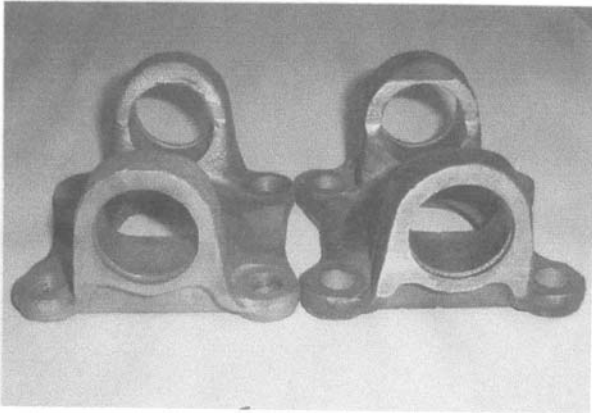
This article is about the half shaft axle assemblies on 1963-1979 models. It is intended to aid the interested owner in replacing u joints and identifying original flanges in these assemblies. This article is not intended to duplicate or reword factory service manuals for the prospective year in question. My goal is to point out easily detectable differences between original flanges and service replacements. This is by no means an exhaustive study but a research in progress. I also would like to present some unique tools to help the interested club member/owner to replace his/her own u joints in a professional manner.

This story begins long, long ago in a garage far, far away. I replaced my original u joints in my 66 Corvette in 1974. The Motor Manual offered little help, typical instructions began with: "...jack up the car, remove the hubcaps, etc." This is when I learned that I needed to purchase a 1966 Corvette Chassis Service Manual. I used a vise, a couple ½" drive sockets and probably a hammer and went at it. When I had the new units in, I could not get the "c" clip back in. I had bent the flange inward getting the u joint out (or in). I ground the "c" clips down to half thickness (.025) so

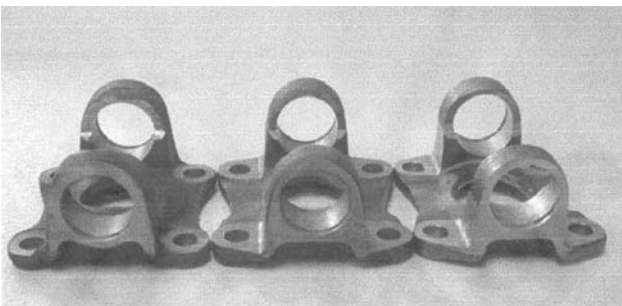
they would barely fit in the grooves. They were still very tight. I went to the dealer and bought two over-the-counter Spicer service replacement flanges. Fast forward to 2004.

I am restoring my chassis and I put the half shaft on the bench and get out the 30 year old service replacements. I am now observant (mature) enough to notice that they are very different! The research begins.

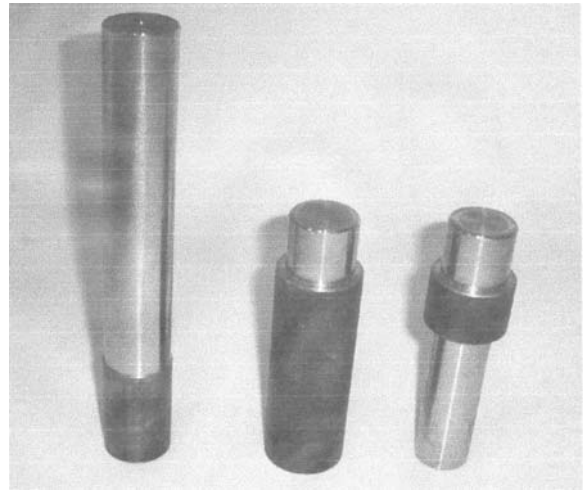
There are slight casting and machining variations in both original flanges and service replacements throughout their development. There is hope however, in that there appears to be one consistent easily discernable visual difference between original and replacement flanges. [Fig. 1]



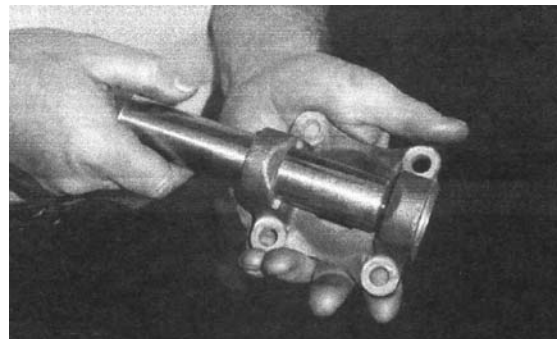
Flange on the left is from a Dec. 64 car, on the right a June 66 car. The 360-degree round casting/machined surface is consistent, while other machining /casting features are slightly different. I also observed this round surface on a 1975 car. Compare this round surface with service replacements in [Fig. 2]. This information would appear to be useful in the judging process.

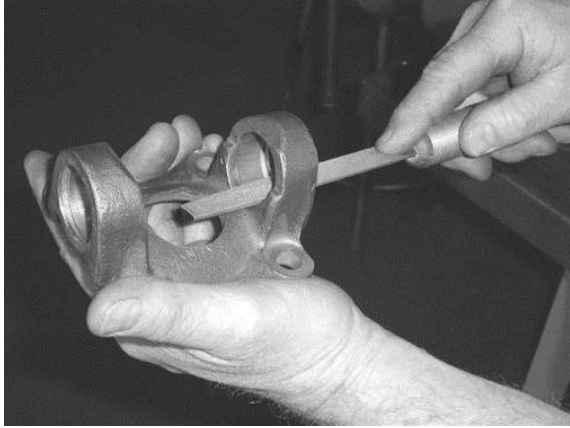


[Fig. 2] Far left is 1966 original flange; 1975 service replacement in the middle; and current Spicer GM replacement on the right. While there are many machining and casting differences between the three, for ease of judging, the circular casting on the end is certainly the most dominant and easily seen. While it appears that when assembled, they would all perform structurally similar, the original piece is much thicker in the webbing between the two towers and will most resist bending during removal and installation.



[Fig. 3] Since the flanges are forged, these tools are turned from 4150 high carbon bar stock to prevent damage or galling when used on the flanges. The longest piece on the left measures stock bore diameter and consequently how straight (or bent) the flange is by inserting it through both ends. It has a .001" taper up to 4" from the end. If it does not go through either end, burrs/rust pits need to be removed by filing with a fine file

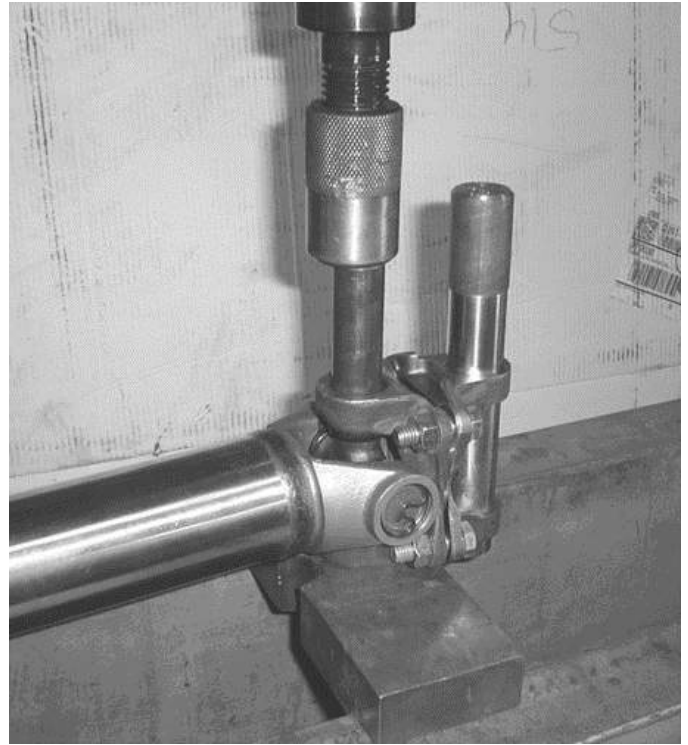




[Fig. 4 and 5]. The middle piece in [Fig. 3] goes in one end of the flange and is clamped in the vise, the far right piece is inserted in the opposite end with a cheater bar and pressure is applied accordingly [Fig. 6 and 7].



The measuring tool does double duty as it is inserted into an extra (new, never used) flange and bolted to the straightened flange for u joint installation to prevent re bending the flange again [Fig. 8].



These tools greatly improved my results and made the "good 'ol days" seem not so good. These tools are available for interested club members and I would appreciate hearing from members with information and pictures of flanges from 63-79. I would like to get a more definitive survey on this part for club use.

I want to thank my friend Paul Wallace for making the tools for me and donating his hands for some of the photos in this article. I also want to thank Eckhard Pobuda for letting me into his garage to photograph parts from his car.

Dennis Dalton #18790
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Pueblo, CO 81004
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denni48@earthlink.net

Vice Chairman's Report

From the VP's Desk

By Dennis Kazmierzak

Our membership drive is on for 2005 now being headed up by Peter Gregory. We hope all the

2004 members continue their membership with our Chapter and we find new members in the coming months.

While riding to Bountiful, Utah the past two days with Ralph Ridge to take his 1955 Corvette to John Kennedy for interior top work we discussed some ideas regarding our membership. I'd like to get your feedback on a couple of these thoughts.

We currently collect the "Corvette" data of our members. The idea is to use that data and put together some target seminars for owners of the specific years of Corvettes. Judging restoration or just general interest seminars could be set up to get in more detail for these specific groups.

Another idea is to gather more data on our members regarding their vocation and avocation (hobbies). This would then be shared amongst our members for the benefit of the members. An example would be if you were a contractor that specializes in building commercial buildings and another member is interested in building out a property you'd have knowledge of this member and could contact him for a bid. Another regarding hobbies are your hobby for building model cars or trains. Some other member may have the same interest and want to know more or share the general interest of this hobby. One other example is we already know of several of our members that like guns and shooting. Occasionally we'll get together for a little target practice. This generally broadens our relationships and creates a better friendship of the members.

Of course we'd have the "confidentiality" box there for you to check and you also would not have to fill in the form. If there is positive feedback from this article I'll get with Peter to add the lines to our membership form. This would take a year or two to gather and would be administered by the membership chairman and the RMC board. We'll bring this subject up at the coming meeting to gather your feedback.

Please drop me a note via e-mail regarding your thoughts on this article.

Drive'em, DJK

DJKazmierzak@NCRSRMC.org

EDITOR NOTES

By Joyce Bell

Peter Gregory: Congratulations on your new baby! A 1973 454 LS4 Coupe. Red with black interior 4 speed. As with any new child we're sure Peter's up all night just looking in on his pride and joy. Best wishes to both!

Bill Pearson: Underwent a quadruple heart bypass operation this past week in Boulder. According to Weldon Montgomery, Bill is doing well and was released from the hospital on the 20 December. Ralph sent a get well basket of flowers to Bill's house from the RM chapter.

Stolen Corvette: Ralph sent this out via email, so I thought I'd put it in the Newsletter to try and get the word out further. The owner is Ronda Firks. She writes, "I need your help please. I am sending out the word to all corvette clubs that I know. My 2004 Commemorative Edition Corvette was stolen this morning from my driveway. She is LeMans Blue with tinted T-Top, Shell Interior, Black Hills Classic 2004 decal on the drivers side of the windshield, License Plate# OLLMDRH, License Plate Cover- National Council of Corvette Clubs, INC., a stuffed Santa on the dash on the passengers side. If anyone spots her please call the Erie Police attn: Officer Steve Watson at 303 926-2800 or 911. I can be reached at 303 828-3176 (home) or 720 280-9130 (cell). I just want my car back, she was a gift from my oldest brother to cheer me up after the death of my husband. If you could pass this information out to all of your members & anyone else you can think of I would appreciate it. Thank you very much for your time. Sincerely, Ronda Firks"

As you can see this is a heartbreaking story and maybe we can help her find her car. I know you'll all do your best to help out in every way possible and help a fellow Corvette lover be reunited with her car.

Thanks,
Joyce
(719) 495-3551
kjbell92@msn.com

17070 Herring Road
Black Forest, CO 80908

MERCHANDISE

By Eckhard Pobuda

MERCHANDISE - IN STOCK

ITEM	PRICE
Golf Caps...Red, White, Gray, Maroon, Natural/Green, and Natural/Blue	\$11.00
T- Shirts...Silk screen Front & Back	\$10.00
Sweatshirts...Silk screen Front & Back	\$20.00
Short Sleeved Polo...White, Red, Blue & Gray (RMC Embroidered)	\$30.00
Long Sleeved Polo...Dark Gray & Blue (RMC Embroidered)	\$35.00
Light Weight Polo...Short Sleeved (Teal)	\$20.00
Shop Coats...Gray (RMC Embroidered)	\$35.00
Chambray Shirt (RMC Embroidered)	\$30.00
RMC Embroidered Jacket (special order)	\$50.00
Steamboat Hat Pins	\$1.00
RMC Hat Pins	\$3.00
Name Tags	\$5.00

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e-mail: Dennis_JK@wisptel.net
e-mail: DJKazmierzak@NCRSRMC.org

CLASSIFIED ADS

For Sale:

1967 bolt on RPO N89 Special Aluminum Wheels. Call Dennis (303) 748-8235 for more info.

1965 Corvette Conv. 327/375HP FI, Blue/blue. Serious inquires call Dennis (303) 748-8235.

Franklin Mint Models and Promotional Models. Promos back to the mid-70's. Too numerous to list here. Please call Chuck at 719-686-8248 or e-mail at comountainduo@aol.com for listing

1979 Coupe, VIN# 1Z8789S432563, L82, Auto, A/C, Power Steering, Power Brakes, Power Windows, tilt./telescopic. 53k original miles. Classic White/red leather interior. Non numbers matching. Very original and stock car. Shows and drives very well. \$14,900. Call Peter Gregory (303) 805-2936 or email Greekmn2@aol.com. Member # 4157

1969 Corvette Coupe, numbers matching 350/350. Rebuilt motor, front suspension, axles, 1/2 shafts, radiator, heater core, & brakes. No hit body. Car is on Vette aluminum wheels & radials, also included are rally wheels & polyglass GT's. 63k miles on car, 1500 miles on motor. Car performs very well, \$13,000.00 or OBO.

Call Rick Nelson (303) 423-3147

1961 Corvette Parts: Four wheels with wide whitewalls mounted. Some rust. Not much tread left. Four taillight assemblies. All work but some pitting on chrome. New door post window channel. First \$100 takes it all plus will throw in a good working lawnmower at no cost (cleaning out garage at wife's insistence). Call Tom at 303-791-4779.

1961 Corvette, numbers matching, 4-speed, 245 HP. Silver with red interior and black soft top. Very clean original driver. Interior immaculate. Good paint, no chips, good chrome. New wide white radials, new kingpins, Wonderbar, heater, positrac, and rebuilt heads. Currently consigned to Corvettes Only. See Mike Anderson for details.
Tom Sims 303-791-4779
Member #30881

NOS parts for sale; one set of 4, 63-65 nozzle blocks # 7017244, \$200; high pressure pump cable assy , # 6409698, \$125; High pressure pump kit, \$50; lid gasket, # 7017348, \$20; main fuel control dia. cover, # 7014781, \$200; skinner valve, # 7017361, \$100; thin air meter hose, # 385879 \$75; 1963 air meter adapter, # 7017376, \$200; GF-90 fuel filter, \$50; mid-year license light, # 898005, \$75; arm rests, # 4332259, \$50; midyear door w/strip, # 3829301, \$30;
USED PARTS; maroon micro/s, # 7017363, \$150; 64/65 fuel spider assy w/skinner, \$400; 65/66 ant. switch, \$150; FI distributor 1111070 (4B12), \$750; FI high pressure pump, # 7017042, \$600; Prices do not include shipping, call Bill after 6 MST, (505) 771-2729

Parts: '66 used rocker panels, good cond - \$100; '64 set non-PB brake lines (new) -\$75; Hooker headers - \$50; non-orig. exhaust -\$60.
Bill Barcus (303)773-2633

Midyear parts for sale; The following are NOS. FI air cleaner element, \$50; '62 thru '64 black armrests, \$50; door w/strips 3841623, 3829301, 3829302, \$30. each; Stainless windshield molding for convert. #3823439, \$200; fuel filter, GF-90, \$50; fuel pump overhaul kit # 6415462, \$50; cranking signal valve, \$50; axle & link, \$150; FI overhaul kits, \$100; doghouse lid gaskets, \$25; main fuel control dia. cover, \$200; skinner valve, \$100; air meter hose, thin, \$75; '63 air meter apt. 7017376, \$200; Used parts: High-pressure pump, \$700; 64/65 spider with skinner, \$400; power ant. switch, \$150; trans. ignit. pole pieces, \$300; FI dist. (070) dated 4B12, \$850; "W" nozzles, \$200. all prices + shipping. call Bill after 6pm (505) 771-2729

69 Corvette, T tops, 61k miles on chassis, 11 miles on rebuilt orig. motor 350/350 4 spd. The front suspension and brakes have also been rebuilt. Also included is a set of orig. tires with lots of tread left. Body appears to have never been hit. Car would make a good driver. 15K for the car, Rick Nelson at (303) 423-3147

1958 Corvette, non number matching, 4 speed, Fuel injected, good paint and interior, was original Panama Yellow with Black interior, nice Chrome, plus extra parts. Serial Number #1915, \$40,000

1962 Corvette matching number Maroon with Black interior, engine, transmission & rear axle rebuilt. Good paint and interior. Third owner, 250hp/327 with 4 speed, serial #13307, \$50,000

Call Martin Eagan at 307-632-5806

1980 Corvette, VIN 1Z878AS428240, 350 C.I.D., 4-speed, Beautiful new professional custom paint - silver bottom half/ diamond white pearl top half/ bright blue middle stripe. Doeskin interior color, new B.F. Goodrich raised white letter radials 245 6OR 15 on rear/235 6OR 15 on front, T-top, pw, ps, A/C, pb, AM/FM/CD, tilt/telescope steering wheel, tinted windows, 117K miles/30K on rebuild. \$18,000
Phone Jim Richards cell 303-210-6331 for info.

66 Big Block

I have a 1966 396, completely original and unmodified and in perfect running order. If you have a member with a 66 big block car, needing an engine, the casting # is 3855961 and shares ALL parts except the pistons, rings and carb with the 427 Corvette engine. I can be reached at (403) 271-1470, Calgary Alberta
Allen Leier <<mailto:allen1leier@shaw.ca>>

Advertisers: Please update the Newsletter Editor with any changes.

THANKS

ROCKY MOUNTAIN CHAPTER OFFICERS

CHAIRMAN RockyMtnRidge@aol.com Term expires: 12/31/2004	Ralph Ridge (303) 660-8531
VICE CHAIRMAN DJKazmierak@NCRSRMC.org Term expires: 12/31/2006	Dennis Kazmierzak (303) 697-8428
EDITOR Kjbell92@msn.com Term expires: 12/31/2004	Joyce Bell (719) 495-3551
JUDGING CHAIRMAN bill.lucia@comcast.net Term expires: 12/31/2006	Bill Lucia (303) 768-8454
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TECHNICAL ADVISOR CorvetteMasters@cs.com Term expires: 12/31/2004	Gary Steffens (303) 762-8388
COMMUNICATIONS RDav@ncsrsmc.org Appointed position	Bob Davis (303) 697-6331

items or Corvettes for sale. Commercial advertising rates for the Newsletter are \$15.00 for a business card, \$25.00 for a ¼ page, \$40.00 for a ½ page and \$60.00 for a full page. All rates are quoted for 6 issues or one-year printing. Contact the editor for further information. All editorial material can be sent to the editor.

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Membership in the NCRS is open to persons interested in the restoration, preservation and history of the Corvette produced by the Chevrolet Motor Division of General Motors Corporation from 1953 through 1982. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Rocky Mountain Chapter of the NCRS is open to all members of the NCRS National organization. Dues are \$30.00 for the first year, and are \$20.00 per year for renewal. First year dues entitle the new member to a Chapter ball cap and membership nametag.

Advertising in the Rocky Mountain Chapter Newsletter is free to all active members, for all Corvette related